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United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

JAN 31 1994

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Clifton Historic District (Boundary Increase)other names/site number NA2. Location Roughly Bounded By CSX RR, Ewing Ave Alley, I-64 & Mellwood Avenuestreet & number N/A not for publicationcity, town Louisville N/A vicinitystate Kentucky code Ky county Jefferson code 111 zip code 40206

3. Classification

Ownership of Property

- ☒ private
☒ public-local
☒ public-State
☐ public-Federal

Category of Property

- ☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

| Contributing | Noncontributing |
|--------------|----------------------|
| <u>332</u> | <u>129</u> buildings |
| <u>1</u> | <u>0</u> sites |
| <u>2</u> | <u>0</u> structures |
| <u>0</u> | <u>0</u> objects |
| <u>335</u> | <u>129</u> Total |

Name of related multiple property listing:
Louisville & Jefferson Co. MRANumber of contributing resources previously
listed in the National Register 663

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

David L. Morgan
Signature of certifying official David L. Morgan, Executive Director/SHPO
Kentucky Heritage Council/State Historic Preservation Office
State or Federal agency and bureau

Date 1-26-94

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National
Register. ☐ See continuation sheet.
☐ determined not eligible for the
National Register.
☐ removed from the National Register.
☐ other, (explain:)

Signature of the Keeper

Date of Action 3.15.94

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic:Single Dwelling

Commerce/Trade: Department Store

Commerce/Trade:Restaurant

Religion:Religious Facility

Transportation:Road & Rail

Current Functions (enter categories from instructions)

Domestic:Single Dwelling

Commerce/Trade: Department Store

Commerce/Trade: Restaurant

Religion:Religious Facility

Transportation: Road & Rail

7. Description

Architectural Classification

(enter categories from instructions)

Late Victorian:Gothic Revival

Late Victorian:Italianate

Late Victorian:Queen Anne

Materials (enter categories from instructions)

foundation Stone, Brick,

walls Wood

Brick Stucco Synthetic

roof Metal Asphalt

other

Describe present and historic physical appearance.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☐ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G N/A

Areas of Significance (enter categories from instructions)
Community Planning & Development

Period of Significance
1830-1942

Significant Dates
1830
1840

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
Nolan, Thomas/Architect

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

☒ See continuation sheet

9. Major Bibliographical References

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☒ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

☒ See continuation sheet

Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☒ Other

Specify repository:

Clifton Community Council Archives

10. Geographical Data

Acreage of property 200+ Acres

UTM References

A

| | | | | | | | |
|------|---------|----------|---|---|---|---|---|
| 1 | 6 | 6 | 1 | 2 | 0 | 0 | 0 |
| Zone | Easting | Northing | | | | | |

B

| | | | | | | | |
|------|---------|----------|---|---|---|---|---|
| 1 | 6 | 6 | 1 | 4 | 0 | 0 | 0 |
| Zone | Easting | Northing | | | | | |

C

| | | | | | | | |
|------|---------|----------|---|---|---|---|---|
| 1 | 6 | 6 | 1 | 2 | 0 | 0 | 0 |
| Zone | Easting | Northing | | | | | |

D

| | | | | | | | |
|------|---------|----------|---|---|---|---|---|
| 1 | 6 | 6 | 1 | 4 | 0 | 0 | 0 |
| Zone | Easting | Northing | | | | | |

☐ See continuation sheet

Verbal Boundary Description

See attached Clifton Historic District Boundary Increase Map.

☐ See continuation sheet

Boundary Justification

The boundaries chosen are based on the original lots historically associated with buildings in the Clifton neighborhood as it stood in 1942.

☐ See continuation sheet

11. Form Prepared By

name/title Joanne Weeter, Research Coordinator

organization Louisville Landmarks Commission date August 1, 1992

street & number 609 West Jefferson Street telephone (502) 625-3501

city or town Louisville state KY zip code 40202

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Louisville's Clifton neighborhood is a highly compact and cohesive group of structures reflecting historic development typical of the 1830s to 1942. This nomination expands the boundaries of the existing Clifton Neighborhood District which was listed on the National Register of Historic Places in 1983 based on the area's significance related to architecture, education, and industry between the years 1870 and 1930. At the time of listing, 623 buildings were listed as contributing historically and architecturally to the district and approximately 40 buildings were included as non-contributing. This boundary expansion establishes significance for buildings in the district based on community planning and historic development. It calls for the listing area to be expanded by approximately 200 acres, which includes 332 contributing and 129 non-contributing buildings, 1 contributing and 0 non-contributing sites and 2 contributing and 0 non-contributing structures.

The Clifton neighborhood, located in eastern Louisville, is composed of approximately 423 acres of land bounded by Brownsboro Road to the north, Interstate 64 to the south, Ewing Avenue to the east and Mellwood Avenue to the west. The expanded Clifton National Register District is roughly bounded by the north boundary of the CSX Railroad tracks to the north, the bluffs near Interstate - 64 to the south, portions of Ewing Avenue to the east, and portions of Payne, Sturgis, Stevenson, Charlton, William, and Bellaire Streets to the west. Much of this area is contiguous with the southern boundary of the existing Clifton National Register District (see attached district map).

Three buildings within the boundaries proposed for expansion have been previously listed on the National Register of Historic Places: Widman's Saloon and Grocery, 1990; Clifton's Three Mile Tollhouse, 1990; and the St. Frances of Rome School, 1987. The Butchertown National Register District (1976) is located immediately to the west of the expanded district while the Crescent Hill National Register District (1982) adjoins it to the east.

Clifton is home to five major transportation routes all of which have a roughly east/west orientation. The old Louisville and Shelbyville Turnpike road (now Frankfort Avenue) was laid out between 1818 and 1830. It runs along a ridge top, forms the spine of the district, and has served until the present as a conduit for a commercial and residential mix of buildings. Brownsboro Road, another nineteenth century turnpike, was also historically flanked by mixed-use buildings but is now almost exclusively late-twentieth century commercial in character. It retains very little historic character or integrity and thus was excluded from the 1983 Clifton National Register nomination and is excluded from this boundary expansion as well. Payne Street, which is in the expansion area, is south of Frankfort Avenue and runs

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parallel to it. Historically it was the least travelled road of these east/west arteries. It has always been primarily residential in character. The old Louisville and Frankfort Railroad line, now owned by CSX, intersects Frankfort Avenue. Although it was excluded from the 1983 National Register nomination its presence in the neighborhood beginning circa 1840 lured industries such as coal processing, stone quarries, distilling and manufacturing to Clifton, all of which had a major impact on residential and commercial development patterns. The southern boundary of the Clifton neighborhood is defined by Interstate - 64, a mid-20th century expressway. It was excluded from the 1983 National Register nomination and from this boundary expansion because of its age. Secondary streets intersect all of these major thoroughfares except I-64 in a pattern roughly reflecting a grid. However, in a number of instances, secondary streets are cut off by man-made barriers such as the railroad tracks of the CSX line which are above grade in some parts or by natural barriers such as gullies, ravines, cliffs and the like.

Structures

Based on the information described above and detailed in section 8 of this nomination the following structures within Clifton's proposed expansion contribute to establishing the district's sense of time and place: the Louisville and Shelbyville Turnpike (now Frankfort Avenue) and the Louisville and Frankfort Railroad (now CSX Railroad).

Buildings

Building types in Clifton can be grouped into these primary categories: A. residential, B. commercial, C. institutional, D. ecclesiastical and E. industrial.

A. Residential Buildings

Residential structures are by far the more prevalent of Clifton's building types. The earliest residences were originally constructed in the 1800s as farm houses or rural retreats for the wealthy and thus pre-date any formal grid street pattern, setback or subdivision. Houses constructed in later years (circa 1870 to 1930) conform to land plats drawn at the time the subdivisions were laid out and thus share consistent lot size, building type and style, setback, massing and materials with adjacent houses constructed by the subdivision developer or developers during the period of greatest expansion. Residential buildings can be found on all major and minor streets in Clifton. Their placement as far as scale, type, setback and orientation all reflect their date of construction and subdivision patterns (or lack thereof) at the time of construction.

The Clifton neighborhood in general and the Clifton National Register District in particular developed in its early years rather slowly.

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In other instances, previously constructed commercial structures on a given site were simply ignored as new commercial structures were built in front of or attached to previously constructed buildings. This method was used at 2346 Frankfort Avenue where a late nineteenth century residence has a circa 1940 storefront addition (see photo #16).

C. Industrial Buildings

Closely related to the residential and commercial structures just described are Clifton's industrial buildings. Industrial buildings in Clifton historically were constructed of brick, they were sited close enough to the Louisville and Frankfort Railroad (in the expansion area) to facilitate shipping of raw and finished material, and were generally one to five stories in height. Most were modest in design and lacked significant architectural detail or fenestration, especially those industrial concerns that were visible only from the railroad tracks. Those that were sited on Frankfort Avenue (most notably the now demolished late nineteenth century Mellwood Distillery which had a spectacular Richardsonian Romanesque design) generally had a higher degree of design detail. For an industrial building in the Clifton Historic District expansion area to have integrity it must be sited by the railroad tracks or close enough to the rail lines for the easy transportation of goods, the building or group of buildings must have been built before 1942, and it must retain enough architectural and historic integrity to convey that it is a product of the years 1830 to 1942, the period of significance upon which this National Register Expansion is based. Although some light industrial manufacturing and processing still occurs in the expanded district area (most notably production of caramelized flavorings, plastic products, and asphalt) none of these businesses are housed in structures that meet the integrity standards as contributing because of alterations to or demolitions of historic buildings. The existing National Register District has several industrial concerns: the American Printing House for the Blind (manufacturers of large print and braille literature), Recordings for the Blind (talking books and taped recordings), and Industries for The Blind (brooms and handicrafts). None are housed in historic structures although, their presence in the neighborhood dates to the mid & late 1800s.

D. Institutional and Ecclesiastical Buildings

The proliferation of subdivision development in Clifton and the people that were housed in the neighborhood soon brought both churches and institutions to the area. The most notable institution is, of course, the Kentucky School for the Blind, a state-supported grade and high school for the visually impaired. It is one of three extant school buildings sited in the existing National Register District. There are two institutions of note in the expansion area: the Sacred Heart

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The first houses were gentleman farms like the Bowles estate built between 1817 and 1842 (demolished) and the Rastetter House (JFEG 704), built circa 1843-58 for Joseph Rastetter, a truck farmer. The formation of the Louisville and Shelbyville Turnpike company in 1818 and the later construction of the Louisville and Nashville Railroad circa 1840 made this area east of the city accessible and eventually lead to more intense development in the years after the Civil War.

B. Commercial Buildings

Commercial buildings in Clifton, the earliest of which dates to circa 1830, run the spectrum of commercial architectural types and styles popular between the years 1830 to 1942. The earliest structures that have survived to the present day are brick and date from the early to mid-1800s. The oldest frame commercial buildings date from about the 1880s. Commercial structures in the district built before the 1920s have very shallow setbacks from the street. This placement allowed for maximum visibility to passers-by travelling at pre-auto speeds. Starting in the 1920s that setback pattern changed as the increased popularity of the automobile affected building patterns. From the 1920s until the 1940s, and continuing to the present day, buildings were set far back on the lots to allow for "front yard parking". In instances where an older commercial building had a zero street setback, business owners would either rely on street parking for their customers or would demolish existing adjacent buildings and pave the site to accommodate automobiles. This accounts for the presence of parking lots in the district and displays the evolution of the Frankfort Avenue corridor from pedestrian-oriented to automobile-oriented. Commercial buildings located in the expanded district are categorized in the following inventory by their dates of construction and/or alteration (ie. pre-1900-commercial buildings, post-1900 commercial buildings, pre-1900 commercial buildings with post-1900 additions to their primary facade, and post-1900 buildings with pre-1942 additions to their primary facade).

Building materials and building styles of commercial structures in Clifton followed popular trends both locally and nationally: most were vernacular in nature. That is to say that few high style architect-designed commercial buildings were ever built in the Clifton neighborhood. Most were owner or contractor built and thus, were quite simple in design and articulation. As new building materials and styles came into popularity they were used when new commercial buildings were constructed. Often, overlays of new styles were applied to older structures to give it a more contemporary appearance. Such is the case in instances where glass block, structural tile, and carrara glass were employed. An example of this treatment is visible at 2226-2230 Frankfort Avenue where carrara glass was used circa 1930 to update a circa 1900 building (see photo #9).

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Home, built in 1892 as a home for the aged and infirmed which was run by the Sisters of Mercy, and the St. Francis of Rome School built in 1930 and designed by Thomas Nolan. Churches in the expansion area include St. Francis of Rome Catholic Church constructed in 1887 (which built the school just mentioned), and the German Evangelical/Clifton Unitarian Church which was built circa 1900. The Beargrass Baptist Church, constructed in 1966 is just outside the expansion boundaries. All but Beargrass Baptist are housed in buildings which contribute to the expanded district. All of the institutional and ecclesiastical buildings constructed in Clifton during the 1830 to 1942 period of significance exhibit high style architectural characteristics. Although assignment of an architect to each individual building is difficult because of the lack of available historical accounts and records the degree of sophistication of each building design suggests each design was conceived by an architect, or at the very least, a well schooled contractor-builder with access to architectural books. Institutional and ecclesiastical buildings in Clifton are generally formal in appearance (well balanced and/or symmetrical), of solid masonry construction, although some were of frame construction, stand one to three stories in height, exhibit some level of sophistication in detail, and were constructed before 1942. Both St. Francis of Rome School (Italian Renaissance Revival in style and designed by local architect Thomas Nolan) and church (Gothic Revival in style, architect unknown), fit this criteria as does Clifton Unitarian Church (Gothic Revival in style, architect-if any-unknown). There is one non-contributing institution in Clifton: the Sacred Heart Home. It does not meet the integrity standards established for the district. Portions of the 1892 Sacred Heart Home still stand but have been totally enveloped by mid-twentieth century additions that obscure the original building.

Historic Site

In addition to the building types previously mentioned that establish the feeling of association in the district, there is one natural feature which contributes to Clifton's sense time and place: Fritz Whalen's goat farm. It is situated at the south end of the district on high ground just above the cliffs adjacent to Interstate-64. It was here that Fritz Whalen grazed over 200 goats since before the turn of the century. Records as far back as 1884 document this use as do written accounts, most notably the St. Francis of Rome 65th Anniversary Booklet, published in 1964. This pasture land was historically characterized by an open meadow upon which the goats roamed freely. Also on the site was a public spring and the old Osborne estate, now demolished. This site has been occupied since 1892 by the grounds of the Sacred Heart Home, an infirmary for the

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aged, owned by the Sisters' of Charity. In as much as it retains its open meadow appearance, upon which few new buildings have been constructed, it is deemed to contribute to establishing a sense of Clifton's very early agricultural character.

The Clifton area stands apart from nearby neighborhoods in terms of its historical development, commercial and residential building stock and feeling of time, place, and association. Butchertown to the west is also a working class neighborhood composed of a residential mix. However, its period of development, 1860 to 1890, is slightly older than that of Clifton. Therefore, its building stock reflects earlier architectural trends. Crescent Hill, to the east of Clifton, experienced its major period of growth between 1880 and 1920 making its building stock slightly newer than Clifton's. It too has a mixture of residential and commercial uses, however, little industry existed there. Crescent Hill has always attracted solidly middle-to upper-class residents who could afford the fine homes, some designed by architects, and the generous lot sizes. Clifton, by contrast was populated by middle-class residents whose homes were modest in size on building lots that were small.

Architectural Integrity

Evaluation of the architectural integrity for buildings in the Clifton National Register District are based on the overall historical character of the district. Each building's contribution to the district has been evaluated in relation to the relevant context and integrity standards for the larger district. The following integrity guidelines establish which factors are most important in showing the district's and individual property's importance. They should be used as the basis for decision making with regard to future Investment Tax Credit Rehabilitation projects or for other federally funded renovation or rehabilitation projects.

Location and Setting

One of the Clifton neighborhood's most character-defining features is its unusual topography. The terrain ranges from sheer cliffs to the south created by quarrying activities (and later by the Interstate-64 Expressway cut-through), to deep ravines and sink holes (the site of Billy Goat Hill and Fritz Whalen's goat farm), to gently rolling hills (Albany Street), steep inclines (Saunders Avenue), and substantial earth berms (Payne Street). These natural features affected how builders and land subdividers approached construction on a given plot of land. Since land reconfiguration was impractical for real estate speculators during the 1830 to 1942 period of significance they made the most of these naturally occurring features by working around them. Therefore, building placement in the Clifton National Register District Expansion is given a high priority when evaluating integrity

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because it conveys the required historic associations. It is preferable that each building in the district be sited in its original location and be an intact building unit as originally constructed (ie: no major demolition of all or part of the front or rear facades) in as much as this aids in establishing the context and boundaries for the district. However, retention on the original location, while preferable is not mandatory. There are no buildings in this proposed district expansion that have been evaluated as contributing that have moved.

Design, Workmanship and MaterialsResidential Buildings

In establishing integrity standards for buildings in the Clifton Historic District Expansion, a strong emphasis must be placed on the historic evolution of the neighborhood and how it represents the broad evolutionary patterns of Clifton within the context of community planning and development between the years 1830 and 1942. Therefore, evaluation of the individual architectural characteristics of each building in the district is most effectively conveyed by the following basic design elements: A. overall scale and massing, B. setbacks orientation to the street conveyed by building placement and rhythm, and C. texture and the relationships of solids and voids to the overall appearance of building in the district.

A. Scale and Massing

Residential buildings in Clifton range in height from one to three stories. The basic building types present in the district each convey distinct characteristics of scale and massing: the areas shotgun houses are three to four times as deep as they are wide which makes for very narrow buildings (both in the single story and camelback examples; the American Four Square houses are four cell, two story structures which often times have roof or wall dormers; and the bungalow plans are one or two story houses that have widely projecting eaves and cornices and truncated elements such as columns and porches that give a sprawling horizontal emphasis to these buildings. Residential building styles in Clifton include the Federal, Italianate, Queen Anne, Princess Anne, Tudor Gothic and Bungalow Craftsman, each of which conveys a distinct scale and massing as identifying features of their respective designs. All except the Federal, Bungalow, and occasionally the Italianate style examples have a symmetrical massing. The basic design forms as outlined above should be retained for a building to be considered a contributing element to the Clifton Historic District.

B. Setback, Orientation To The Street, and Rhythm

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Residential buildings in Clifton, in most instances, are setback a substantial distance from the street they face. This allows for a front yard between the house and the sidewalk and street it faces. Numerous blocks with this consistent configuration convey a sense of unity and continuity that is the result of concentrated development during the period of significance established for the district. The rhythm created by this consistency of building placement in each block is, for the most part not varied even when a mixture of building styles is present in a given block. Thus, the entire range of building styles outlined above still effectively conveys the sense of 1830 to 1942 community planning and development. The relationships characterized by buildings of this period convey the proper associations for buildings to contribute to the Clifton National Register Historic District Expansion. In instances when a building interrupts the established pattern that building is assigned a non-contributing status.

C. Texture and The Relationship of Solids to Voids

In each given block face in the Clifton Historic District Expansion a pattern can be identified by each buildings basic components (doors, windows, roof-lines, chimneys, porches, steps and the like) and by the building materials present. Their consistence from street to street forms an easily identifiable pattern that should be present for a building to contribute to Clifton's sense of time, place, and the required historic associations. Parking lots, vacant lots that historically do not pre-date 1942, and contemporary construction (1942 and after) have a great impact on the overall intactness of the district. Therefore, these deviations from the norm are considered non-contributing for the purpose of this nomination.

Architectural Styles

While it cannot be denied that distinct mid to late Victorian and early twentieth century building styles such as Federal, Italianate, Queen Anne, Princess Anne, Tudor/Gothic, Bungalow and Vernacular are present in the neighborhood, they are secondary in defining the areas importance as it related to community planning and development. However, in as much as the existing Clifton Neighborhood National Register District's significance is based primarily on its architectural characteristics there is an identification between the two areas. Therefore, in the expansion area, in the instances where an identifiable historic style is present, its characteristics should be retained when possible, because it contributes to the overall character of both the existing National Register District and The National Register Historic District Expansion area.

Commercial Buildings

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The primary facades of commercial buildings in the district at the ground level should exhibit their original configuration and historic fabric, including entrances, commercial plate glass display windows and transoms and structural elements such as load bearing brick walls. Wholesale replacement and/or sheathing the original ground level storefront in a non-historic manner, while not particularly desirable, is acceptable if the alterations are easily distinguished from the original storefront (ie windows in-filled) and if the majority of the upper stories of the facade retain integrity. Above the ground level on the upper floors of the facade, each building must retain its original window placement and light configuration. Changes in light configuration or obstruction of these windows, while not desirable, is acceptable if the change is easily identifiable and retains intact window surrounds including sill, fascia, lintels, hoods, pediment and other decorative details. Infill of the windows is acceptable only if this treatment is recessed so that it is easily distinguished from the building's surface plane. Cornices and cornice details along with decorative parapets should remain intact although enveloping them in a non-historic material is acceptable if non-historic material duplicates historic ornamentation from the same time period or if the historic fabric remains intact under the added non-historic fabric. Although the secondary facades and especially the rear alley facades will not be subjected to the same standard as the primary facades, their design, workmanship and materials are recognized to be important in assessing significance and should be honored. In those instances when later additions have been made to an earlier commercial building, those later additions shall be evaluated for their integrity as it relates to the larger period of significance, established for the district (up to 1942). In some instances, these later additions may have achieved significance in their own right. Building additions will result in an assignment of non-contributing if the addition was made after 1942 and it obscures more than half of the historic primary facade of the building.

Feeling and Association

Building placement and conditions specified under the integrity discussion of design, workmanship, and materials, will communicate the required feeling and association of a National Register District from the defined period.

Boundary Justification

The boundaries chosen for the expanded Clifton National Register District are based on the original lots historically associated with these buildings which share a common architectural style, historic development, and function. Buildings in close proximity to the proposed district expansion which have been historically and architecturally evaluated as having National Register eligibility have

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already been listed. The remainder of the area is occupied by either roads and interstate highways, surface parking lots or historic buildings whose loss of integrity and lack of significance renders them ineligible for National Register listing.

Archaeological Potential

Structures are related to their surrounding environment. Archaeological investigations that have been conducted in the urban areas of Louisville have yield little information of value to this nomination. - Archaeological survey, excavation, and/or incidental discovery or monitoring occurred at the following urban sites: The Attraction Mill at Shippingport Island, The Cistern at the Louisville Museum of History and Science at 727 West Main Street, the site of the Will Sales/Courier Journal building n the 400 block of South Fourth Street, and the Lions Garden at 1015 South Preston Street. In each instance the investigation yielded little information deemed to be important for historic archeology. This was due largely to the disturbance of cultural resources by continuous urban modification. An archaeological investigation of the Clifton Historic District might produce more positive results. Most likely information from an archaeological investigation would reflect human habitation between 1830 up to 1942. However, between 1830, when the first extant structure was built and 1942 when the last was completed, there were numerous constructions and reconstructions in the area that may have disturbed any historic context that may have been present. At this time no investigation has been made to discover if remains exist in the district. However, archaeological remains should be considered in any development of this property. If, in the course of work, it becomes evident that the site might reveal archaeological information, it is recommended that work cease and the appropriate Kentucky Heritage Council staff be notified.

Areas/Subjects for Future StudyA. Afro-Americans in Clifton

Although the recorded history in Clifton indicates that the Clifton community has historically been occupied by whites of European ancestry there are indications that a small number of African Americans lived and worked in Clifton. While the members of this ethnic group formed a small minority and records of their settlement patterns, occupations, and social affiliations are scant when compared to their white counterparts, their presence in Clifton is significant enough to warrant additional study at a later date. Topics that might be examined included study of census records from the antebellum period which would indicate slave ownership; the social and religious affiliations between area residents and the predominantly black Beargrass Baptist Church; the relationship between industries and

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residential settlement patterns; the influence of W.A. Brown, a negro physician in the 1700 block of Frankfort Avenue; the "Negro Shanties" that once stood adjacent to the Mellwood Distillery in the 1700 block of Frankfort; the presence of the Colored Department of the School for the Blind on the campus of the Kentucky School for the Blind from 1886 up to court ordered desegregation; and the overt or subtle social factors that lead to tiny enclaves of blacks residing in several concentrated areas of Clifton (specifically on Jane Street and in the 1700 block of Frankfort Avenue). While the number of blacks in the Clifton area historically and contemporarily is quite small, the study of this ethnic group, their patterns and histories, have long been over looked.

B. Liebert's Swiss Dairy

As early as 1892 a Swiss family by the name of Liebert, and later their descendants, operated a small farm upon which was raised livestock and crops. It may represent the oldest farmstead within the city limits of Louisville that has continued to operate, albeit on a reduced scale, by the same family for the last 100 years. Additionally, it may be the only intact farmstead of considerable acreage within Louisville's city limits. As such, it is a rare resource that warrants further exploration and perhaps formal preservation. It is believed to have once been considered part of the community of Clifton. However, it was excluded from this National Register expansion because it is divided from Clifton proper by Interstate-64, a strong visual and physical man made barrier. Such historic associations with Clifton, coupled with the rarity of a century-old farm in the middle of a densely built-upon urban setting warrants further exploration.

C. Quarries

As mentioned previously there were several quarries in the Clifton vicinity. While quarrying was an important industry to the neighborhood in that it provided jobs to area residents, none of the quarries active in the late 1800s and early 1900s are currently used for their original purpose. While the quarry walls are still visible the larger quarry tracts have been infilled with housing complexes or new industries and are not thought to possess enough site integrity to warrant listing. However, further study related to the history of quarrying in and near Clifton may indicate otherwise and would be a suitable topic for future study with potential for National Register listing.

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Clifton Neighborhood District Expansion

Key to Inventory

1. NR# Counting mechanism for each building, structure, or site in the district.
2. Site # The prefix JFEG is assigned to every building in the Clifton study area. The number that follows is used for computerization of the data.
3. Address Each address is assigned based on numbering system of Sanborn insurance maps.
4. C/NC Refers to contributing (C) or non-contributing (NC)
5. Plan Refers to the floor plan of each building. Each plan is coded as follows:

FLOOR PLAN

| | |
|------|------------------------|
| 4 SQ | = American Four Square |
| A | = Asymmetrical |
| BC | = Bungalow Craftsman |
| C | = Commercial |
| CP | = Center Passage |
| DU | = Duplex |
| L | = "L" Shaped |
| NA | = Not Applicable |
| R | = Ranch |
| SP | = Side Passage |
| SCB | = Shotgun Camelback |
| S1 | = Shotgun (1 Story) |
| T | = "T" Plan |
| U | = "U" Plan |

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6. Style Refers to the architectural style of the building. Decisions concerning styles are based on Virginia & Lee McAlester's A Field Guide to American Houses. Each style is coded as follows:

ARCHITECTURAL STYLE

B/C = Bungalow/Craftsman
CC = Cape Cod
CL = Classical Revival
CO = Colonial Revival
TG = Gothic/Tudor
I = Italianate
M = Modern
PA = Princess Anne
QA = Queen Anne
C = 20th C. Commercial
V = Vernacular

7. # Stories Refers to the number of floors each building has. Most are 1, 1 1/2, 2, or 3.

8. Roof Form Decisions concerning roof forms are based on A Field Guide, pages 42-48. Each is coded as follows:

ROOF FORM

BU = Built-Up
G = Gabled
GM = Gambrel
H = Hipped
M = Mansard
P = Pyramidal
S = Shed

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9. Porch Refers to the form of the porch's roof (See #8). Each is coded as follows:

PORCH/ROOF
BU = Built-Up
G = Gabled
H = Hipped
0 = No porch is present
P = Pyramid
S = Shed

10. Original Cladding Refers to the material that originally sheathed the building. See A Field Guide, pages 33-42. Each is coded as follows:

ORIGINAL CLADDING
A/V = Aluminum/Vinyl
B = Brick
BV = Brick Veneer
CB = Concrete Block
S = Stone
T = Tile
WF = Wood Frame

11. Added Cladding Refers to coverings applied over the original cladding. Each is coded as follows:

ADDED CLADDING
A = Asbestos
A/V = Aluminum/Vinyl
BV = Brick Veneer
P/I = PermaStone/Insulbrick
ST = Stucco
SV = Stone Veneer
VW = Vertical Wood

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Most older buildings have been altered or changed in some way. Usually (but not always), the more changes made to a building, the less architectural integrity that building will have. Alterations are coded as follows:

TYPE OF ALTERATIONS

- A = Addition
- C = Cladding
- D = Door
- P = Porch
- P = Porch Enclosed
- R = Roof
- W = Windows

12. Type of Alterations

Refers to the Date of construction indicated for that building on the Sanborn Insurance Map. Maps for the Clifton area are only available for the years 1892, 1905, 1927 and 1961. Additionally, not every building was mapped in the early years so it is conceivable that an C1890s building could have a C1961 Sanborn D.O.C.
13. Sanborn D.O.C.

Refers to the author's best guess of when a building was constructed. It is based on architectural style, building shape and placement, materials, roof form, etc. Dates preceded by "C" (i.e., C1900) usually indicates an approximate date while a more exact date (i.e., 1927) usually indicates that the date was arrived at based on historic documentation.
14. Estimated D.O.C.

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Louisville, Jefferson County, KentuckySection number 8 Page 1STATEMENT OF SIGNIFICANCE

The expanded Clifton National Register District is locally significant under Criterion "A" as an example of suburban residential and commercial development between the years 1830 and 1942. This district is a compact and cohesive grouping of buildings that effectively displays the evolution of Clifton from a sparsely populated rural community to a densely settled urban Louisville neighborhood. It has been evaluated within the context of community planning and development in Clifton. This National Register District expansion will chronicle Clifton's historic evolution by examining the following phases of the areas development: transportation-related development; the emergence of gentlemen farms and truck farms; the proliferation of industry, subdivision of land, and residential development and finally; Clifton's commercial development.

This boundary expansion seeks to acknowledge a broader understanding of the historic and architectural resources found in Clifton based on an expanded survey area, discovery of new information related to historic development, and an understanding and appreciation of common building types and styles constructed for the residents of the working class neighborhood of Clifton.

SURVEY METHODOLOGY

In the early 1980s, in preparation for listing Clifton on the National Register, the entire neighborhood (as defined by census tract since 1940 and consistent with the contemporary feeling of time, place and association) was evaluated for its architectural integrity. The history of the area was researched and evaluated, and a sampling of Clifton's buildings was documented on Kentucky Heritage Council Survey forms. Buildings studied fell into one of two groups: Those that were typical (commonly found throughout the neighborhood and therefore, representative), and those that were unique or one of a kind. A core area, characterized by its concentration of high-style residential, commercial, institutional, industrial, and commercial architecture was identified as Clifton's most important, and most representative building stock. Submission of the National Register Nomination in January, 1983 was followed by listing later that same year.

As stated in the 1983 Clifton National Register Nomination "the boundaries...(were) drawn to include the largest concentration of structures which exhibit the architectural and historical development of the area." Areas omitted in the 1983 National Register Nomination were... "excluded due to new construction, demolition and severe alterations. These areas no longer contribute to the feeling of time and place."

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In an effort to acknowledge a broader view of Clifton's important history that is evident in its buildings, objects, and landscapes the following themes are explored in this National Register District expansion:

- (1.) The importance of the Louisville and Frankfort Railroad tracks as an integral, character-defining feature of the neighborhood and one that played a key role in the area's future development,
- (2) The influence of land speculators and subdividers who constructed modest houses for a middle-and-lower middle-class market throughout the southern half of the Clifton Neighborhood, and
- (3) The multi-layered building stock which evokes the long range development of the area from the 1830s up to the 1940s.

This expansion of the existing National Register District was initiated by the Clifton Community Council and the Frankfort Avenue Business Association as a follow-up to the Clifton Neighborhood Comprehensive Plan.. This neighborhood plan, authored by the staff of the Louisville and Jefferson County Planning Commission in 1989, is based on a thorough examination of the neighborhood by area residents and property owners. The plan is the area's "road map" for the future which details short and long range goals and objectives related to land use and transportation. In this plan, historic preservation was given a high priority and called for listing of all properties eligible for the National Register. It is hoped that, in addition to the pride instilled in area residents by the honor of National Register listing, that tax credits available to those who choose to rehabilitate income-producing structures according to the Secretary of the Interior's Standards for Rehabilitation, will be an attractive financial incentive to building owners.

A thorough reevaluation of the original National Register Nomination prepared in 1983 and an evaluation of Clifton's built environment was undertaken in the spring of 1992 in anticipation of this boundary expansion. It was noted that certain aspects of the neighborhood's history and development were overlooked or omitted in the initial National Register nomination. A greater emphasis was placed on architecture than history. This boundary expansion reflects an expanded historical perspective. This document seeks to expand the physical boundaries of that earlier nomination by considering Clifton's broader evolutionary patterns within the context of community planning and development.

In preparation for this boundary expansion, the entire neighborhood, as defined by U.S. census tract, was evaluated under the integrity standards set forth in part #7 of this National Register Nomination.

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Integrity judgements were made for this expansion based on the Secretary of the Interior's Standards for Rehabilitation. Large areas lacking integrity under the specified standards were excluded. Within the newly defined boundaries each building was evaluated and an inventory form was prepared. Notations were made with regard to building location, building style or type, actual or estimated date(s) of construction, and exterior changes made to the structure. A status of historically and architecturally contributing or noncontributing was assigned. Building styles were evaluated based on The Field Guide to American Houses by Virginia and Lee McAlester as well as other architectural style books. Historic development was tracked using primary resources, specifically Kramer's Louisville Survey East Report, the archives of the Clifton Community Council and archives of the Louisville Landmarks Commission. Information about settlement patterns in Clifton was gleaned from census records, written histories, historic maps, subdivision plats, deeds, city directories and records of legal transactions involving real estate. Maps of Louisville from 1858, 1879, and 1884 were used as were the more precise Sanborn Insurance Maps from 1892, 1905, 1927 and 1962, when available. Aerial photographs from 1928, 1931, and the 1950s were used as well as contemporary USGS maps.

By today's federal standards and criteria for listing, the two major deficits in the Clifton National Register Nomination as prepared in 1983 were (1) the lack of acknowledgement of the importance of the Louisville and Frankfort railroad to the development of the Clifton Neighborhood and (2) the heavy emphasis placed on the area's significance related to architecture.

While historical values were alluded to in 1983 as a basis for defining the district's significance, the nomination preparer weighted integrity assessments more on the basis of architectural significance. This nomination form (and survey on which it is based) seeks to make integrity assessments more consistent with the historical basis of the neighborhood's significance. Thus, the railroad and buildings to the south are of integral importance in defining that history and significance.

The low importance attached to the Louisville and Frankfort Railroad in explaining the neighborhood's development was a product of its day. The railroad, which bisects the Clifton neighborhood, was briefly acknowledged as important to the development of the area, but it was not viewed as an integral part of the neighborhood's built environment. The railroad tracks and the right-of way themselves were not, for instance, considered a contributing element to the district. They were, instead, viewed as an imposing man-made obstruction or

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barrier to viewing architectural resources. Thus, the railroad tracks were excluded and were used in the nomination to form the southernmost boundary of the district as nominated in 1983. The physical impact of this railroad was viewed as so great that no buildings, structures, or sites were evaluated as contributing south of those tracks.

Second, the area boundary defined by the 1983 National Register District Nomination includes buildings that are generally older than those in the expansion area (with the exception of three buildings which date from 1830, 1848-52, and 1858). This can be attributed to the fact that the first area nominated has a higher concentration of buildings in close proximity to the two 1830s turnpikes in the area: the Louisville and Shelbyville Turnpike and the Louisville and Brownsboro Turnpike. Additionally, the initial area nominated generally exhibits a higher level of craftsmanship and more attention to high-style architecture than its counterpart to the south. Similarly, more brick homes are situated in the existing National Register District than in the expansion area. This connotes a slightly more affluent home buying or renting clientele. Such a boundary selection reflects an architectural bias in the preparer in 1983.

A third reason the buildings, structures and sites included in this Clifton National Register expansion were omitted from the 1983 nomination was because these structures were more simply ornamented and more modest in scale. Additionally, many had lost material integrity due to the application of new exterior cladding material (usually aluminum or vinyl siding but also including form-stone, stucco, insul-brick, and wood siding applied using non-historic techniques). As a result, the entire area was dismissed because it seemed to lack integrity which prioritized architectural design qualities.

HISTORIC CONTEXT

This National Register District expansion will chronicle Clifton's historic development by examining Clifton's history which can be broken down into the following distinct phases which serve as historic contexts:

- (1) TRANSPORTATION-RELATED DEVELOPMENT in Clifton during the early and mid-1800s,
- (2) The emergence of GENTLEMAN FARMS AND TRUCK FARMS during the mid-1800s,

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- (3) PROLIFERATION OF INDUSTRY, SUBDIVISION OF LAND, AND RESIDENTIAL DEVELOPMENT in and near Clifton during the mid-1800s, and
(4) COMMERCIAL EVOLUTION

PHASE I: TRANSPORTATION - RELATED DEVELOPMENT IN CLIFTON

Records indicate that in the years before the 1830s Clifton was primarily a rural community near Louisville. Its location, approximately five miles east of Louisville's center, meant it was accessible only by foot, horse, or carriage.

Two early nineteenth century transportation-related developments, which had a major impact on the neighborhood in terms of later development were the installation of a toll road and the installation of a railroad. Both shaped the Clifton Neighborhood's physical expansion and commercial development.

The toll road, which was officially called the Louisville and Shelbyville Turnpike, follows the path of what is presently known as Frankfort Avenue. By 1830 it passed through rural farms whose acreage was carved from the original land grant parcels issued to soldiers for their service in the French and Indian War of 1773. The toll road was built upon a high ridge that ran through present-day Clifton on a trail originally formed by buffalo and migrating Indians.

The second major development, which occurred in the late 1840s, was the establishment of the Louisville and Frankfort Railroad. This railroad, which was intended to facilitate the movement of goods and people to and from Louisville from areas nearby as well as throughout the state, converged in what would become the heart of Clifton with the already existing turnpike road at a point known as Bowles' Station. There it followed a path parallel to the turnpike road.

As the turnpike road and the train line made areas east of the city more accessible, an increasing number of people moved out to the country. With the city of Louisville as the hub, streets and highways radiated from it like the spokes of a wheel. Travelling in an eastward direction from the heart of the city, Phoenix Hill and Butchertown were settled first (circa 1860 to 1880), followed by Clifton, and later, Crescent Hill (circa 1880 to 1920). Therefore, Clifton's development straddles the historic and architectural continuum in Louisville's development outward from west to east.

The earliest remnant of Clifton's building stock that can be definitely traced to its turnpike origins is the Federal Vernacular style Three Mile Tollhouse (National Register listed, 1990). It was

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constructed circa 1830 at about the same time the toll road was completed. Its placement on the lot close to the road and its simplicity of design denote a building intended to be functional. It was here that the tollgate keeper and his family lived while collecting tolls and maintaining their five mile stretch of road. Its construction in brick implies it was to be durable as well; indeed, after the turnpike system was discontinued in 1901 the tollhouse continued to be used for the public good. Around 1910, it was used as a city jail.

It was common for certain types of businesses to sprout up near tollhouses and tollgates. Saloons, taverns, grocery stores, inns, livery stables, blacksmith shops and the like were logically located near transportation systems. Turnpike travelers who were often tired, hungry and thirsty would stop to get a bite to eat; perhaps something to drink, and could allow their horses to rest, and cool down etc. For the thirsty and hungry traveler, there were several saloons and groceries nearby. Widman's Saloon and Grocery, which dates from 1858, and Spect's Saloon, built in 1887, were typical of bars and eateries in Clifton that operated along the Louisville and Shelbyville Turnpike (Widman's was individually listed on the National Register in 1990. Located approximately one block away from each other, at 2255 and 2317 Frankfort Avenue, they are remarkably similar in design. Both are two story brick structures with storefronts on the ground level and living quarters above. Each was constructed in the Italianate style and are sited close to the street. Their facade arrangement, style, setback and massing are quite typical of commercial structures found throughout Louisville from the 1850s time period. Several similar commercial buildings constructed along the turnpike road are still standing in Clifton today. All three resources mentioned, the Tollhouse, Widman's Saloon & Grocery, and Spect's Saloon are in the area proposed for boundary expansion.

PHASE II: THE EMERGENCE OF GENTLEMAN FARMERS AND TRUCK FARMS

Before the 1850s large landowners in Clifton fell into two categories: Gentleman farmers and truck farmers. Gentleman farmers grew a limited amount of crops. Goods harvested by such farmers were generally intended for household consumption rather than for retail sale or trade. The primary means of support for gentleman farmers was from a source other than farm based, ie. business, government or manufacturing. Gentleman farmers earned enough money in these outside endeavors to purchase horses and other means of conveyance, usually a carriage, which would enable them to travel from their rural home into the city where they generally conducted business. Truck farmers, on the other hand, grew crops intended for sale or barter to outside

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markets. Trucks farmers in Clifton generally sold their goods to city dwellers by transporting them by wagon to Louisville market houses.

Clifton's earliest and most influential settler was gentleman farmer Colonel Joshua B. Bowles, who built an estate east of town between 1817 and 1842, and named it "Clifton". The Bowles estate (demolished circa 1970) is believed to have been the only gentleman farm sited in what is now the Clifton neighborhood. If it were still standing today, the Bowles estate would be located in the portion of Clifton that was listed on the National Register in 1983. Other gentleman farms outside of the existing Clifton National Register District proper, or this proposed expansion area, but located nearby in the eastern quadrant of Louisville include the Colonial Revival style mansion of Chatsworth, built by manufacturer Joshua B. Speed circa 1820 (demolished); Greek Revival style Selema Hall, built circa 1838-1842, by David Hall a dry goods merchant; and finally, Beechland a Greek Revival style home, built circa 1838-1842 for a steamboat captain by the name of Anders. Both Selema Hall and Beechland have been individually listed on the National Register.

There are records of at least three truck farmers who owned land and had homes in Clifton before 1860: The Rastetters, the Westermans and the Raymonds. One of these survives to the present day, Thomas Rastetter's house. In 1843, Rastetter purchase a fifteen acre tract of land in Jefferson County south of the Louisville and Shelbyville Turnpike. The 1858 Bergmann map confirms its location between Frankfort Avenue and Payne Street in the National Register District expansion area. By 1859, Thomas Rastetter, along with son Joseph Rastetter, were listed in city directories as gardeners. Census records from 1860 indicate typical ownership patterns common to Clifton. Thomas Rastetter owned 15 acres of land valued at \$4,600 as well as two horses, two dairy cows, 10 bushels of peas and beans, 250 bushels of potatoes, 50 bushels of sweet potatoes, truck and garden produce valued at \$600, and 100 pounds of butter. The Rastetter house is the oldest farm house still standing in Clifton. As originally constructed, it faced the Louisville and Shelbyville Turnpike and had a deep setback to the street. The Rastetter house is a two story brick "I" house with five bays on both the primary and secondary facades. Its most unusual feature is a two story wooden gallery, set between two brick end walls that runs the entire length of the original rear of the house. Unfortunately, all traces of the Rastetter House which reflect antebellum farm house building styles have been compromised by extensive porch additions. However, Victorian architectural trends are still evident on its Payne Street facade. At some point after 1884, the year Payne Street first appears on the City of Louisville Atlas, the main door to Rastetter house was

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re-oriented away from the Louisville and Shelbyville Turnpike and instead faced Payne Street. In later years, perhaps circa 1890, Victorian embellishments were added to the porch and even later, circa 1960, the center bay of the gallery was in-filled with wooden lapped siding. The house remained in the Rastetter family until 1923.

All of the historic farms known to have been in the present Clifton neighborhood area, including the Rastetter house, reflect settlement patterns typical of the mid 1800s. In each instance the houses were sited a great distance away from the turnpike road, the primary means of access on to their property. This building placement differs from subdivision patterns that would emerge in later years and would often distinguish these earlier farm estates from the uniformity of later subdivision development.

PHASE III: THE PROLIFERATION OF INDUSTRY, SUBDIVISION OF LAND, AND RESIDENTIAL DEVELOPMENT.

Aside from gentleman farms and truck farms that dotted Clifton's countryside in the mid-1800s, very little planned residential development had occurred. However, industries were emerging toward the southern boundary of the Clifton neighborhood. Although, these industries were technically just outside of the present Clifton neighborhood and are therefore excluded from this National Register nomination, the employment opportunities these businesses provided had a profound impact on the residential development in the area currently listed on the National Register and in the area under consideration for National Register expansion. Several naturally occurring features contributed to the area's industrial development. Entrepreneurs took advantage of the constant water supply provided by the middle fork of the Beargrass Creek for distilling spirits and for the slaughtering and processing of meats, while the abundance of limestone attracted quarry men who slowly carved away huge chunks of hillside.

The workers who found employment in these nearby slaughter houses, quarries, and distilleries were the logical target for the marketing pitches of land speculators who geared their sales pitches, and the prices of available homes, to these working class employees during Clifton's subdivision boom in the later half of the nineteenth century. Additionally, by the 1880s, city provided services such as police and fire protection, schools, and the availability of water, sewers and electricity, provided important amenities which would enhance the quality of life for potential home buyers.

SUBDIVISION OF LAND BETWEEN 1850 AND 1910

Subdivision development occurred in the Clifton neighborhood as early as the 1850s but it started out slowly. It wasn't until after the

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Civil War that the division of land and subsequent home building proliferated. Land subdivision in Clifton, following trends typical to Louisville, occurred first in the areas closest to the center city. In Clifton this meant the area to the west developed before areas to the east. The earliest residential development patterns migrated along the two original 1830s turnpike roads: the Louisville and Shelbyville and the Louisville and Brownsboro. Payne Street, located south of these two turnpike roads was laid out around 1880 (it first appears on the 1884 city atlas) almost fifty years after these two turnpikes. Generally speaking, the earliest houses built in Clifton were the most modest in scale. As time went on, the housing stock gradually increased in size, scale, and in durability. The structures in Clifton listed on the National Register in 1983, the easiest to recognize for their distinct architectural ornamentation, represents only a portion of the area phased into subdivisions. The area south of the Louisville and Frankfort railroad tracks, generally centered along the Payne Street corridor represents later development, one with more modest ornamentation. This area is the focus of the Clifton National Register District expansion. Given the importance of the railroad in facilitating commercial, industrial, and residential development in the growing neighborhood, both those areas north and south of the tracks must be considered in telling the story of Clifton's growth.

RESIDENTIAL DEVELOPMENT

Clifton is a product of development over a long range. This broad development span is reflected in its diversity of architecture in both the existing Clifton National Register District and the expansion area. Pockets of houses that are obviously the result of rapid development by a single developer are characterized by identically sized lots upon which rests houses of nearly identical building size, scale, massing and placement. Often, it is only signature details such as sunburst designs or fish scale shingles that distinguish one house from another. Wood is by far the most prevalent building material but brick, stone, and stucco can be found in Clifton as well.

ANNEXATION AND THE FORMATION OF THE TOWNSHIP OF CLIFTON IN THE MID TO LATE 1800S

Although this area of eastern Louisville was sparsely settled by the mid 1800s, the City of Louisville sought to annex portions of it so it would fall under her jurisdiction. Successful annexation of the western tip of Clifton first occurred in 1856. Perhaps in reaction to this 1856 annexation and borne out of a desire by the residents to remain autonomous, in 1876 a group of civic minded Clifton residents petitioned the State Legislature to grant a charter to the township of

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Clifton. The population of Clifton at that time totalled 75 people. Later annexations occurred in 1895, and 1897.

The 1856 annexation was centered around the Bowles Estate (near the point where the turnpike and railroad intersected) and to the north, across the Brownsboro Turnpike.

The area annexed in 1856 partially falls within the boundary of the existing National Register District and also falls in the neighborhood nearby that is now called Clifton Heights. Clifton Heights has lost all relationship to historic Clifton due to the demolition of all of its historic buildings. The area currently under consideration for National Register boundary expansion is in the area annexed in 1895 and 1897.

As the population of Clifton increased so did the number of institutions, schools, and churches. The Kentucky School for the Blind (1853 and 1899), The Printing House for the Blind (1858 and 1883 with many later additions), The Vernon Avenue School (1891-1919), Franklin Elementary (1892, 1966), and the Hook and Ladder Company #3 (1890), as well as at least three churches of different denominations are all located within the boundaries of the existing Clifton National Register District. Several others are situated in the Clifton expansion area. Among them are the Sacred Heart Convalescent Home (1892), the German Evangelical Church/Clifton Unitarian Church (circa 1900), St. Francis of Rome Catholic Church (1887 and 1910) and school (1930). All attempted to provide a positive educational, spiritual, and social atmosphere for Clifton residents.

PHASE IV: COMMERCIAL EVOLUTION

Commercial buildings in Clifton are, for the most part, sited along the Frankfort Avenue corridor. Frankfort Avenue was never exclusively commercial or residential. In its early years commercial and residential development co-existed on Frankfort Avenue. Typical two story brick and frame buildings with commercial ground level storefronts topped by storage or residential uses on the second floor were side-by-side with shotgun houses as well as Italianate, Princess Anne, Queen Anne, Classical Revival and later with Colonial Revival style homes. It was the most travelled of all of Clifton's transportation routes and thus was the most highly visible to shopkeepers who attracted consumers directly from the neighborhood as well as those just passing through on the toll road. All commercial buildings in Clifton are of modest scale. None exceeds two stories in height.

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As the trend moved away from residential uses along Frankfort Avenue, circa 1910, many former homes were converted out right to commercial uses with little or no change to the building's main facade. Others were altered at the ground floor level with new storefronts, additions that were constructed where the front yard had been, or wholesale sheathing of all or part of the primary facade with a new "commercial-looking" skin. The dates of these changes runs the gamut from the late 1800s up to the present day. Those that were constructed between 1830 to 1942 have achieved significance because their architecture, speaks of those historical changes in use and design. Thus, these buildings contribute to the district by showing the importance of Frankfort Avenue as a focus of commercial activity.

The importance of the Clifton neighborhood is to convey the sense of historic transition in a way that few other areas in Louisville can. Geographically it sits between areas that developed earlier and later: Butchertown and Crescent Hill. The architecture of Clifton, both north and south of the railroad tracks, conveys the transitional development between the period of Louisville's large farms to the city's more intensive industrial developments of the late 19th century. The ambience of this Victorian community is still evident in its diverse architecture and unusual topography. It remains as one of the most interesting of the working-middle class Victorian neighborhoods in Louisville.

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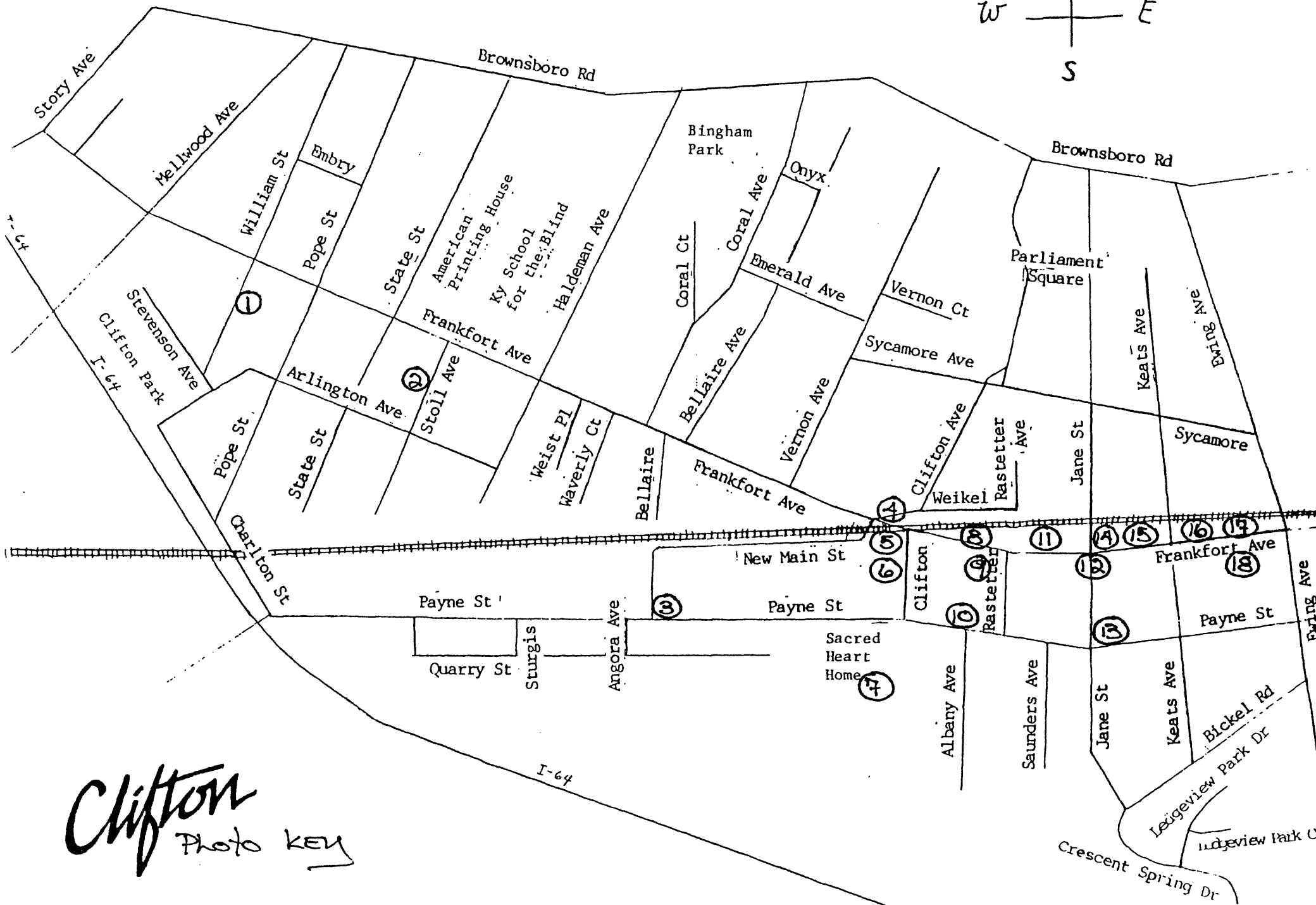
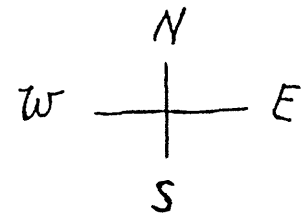
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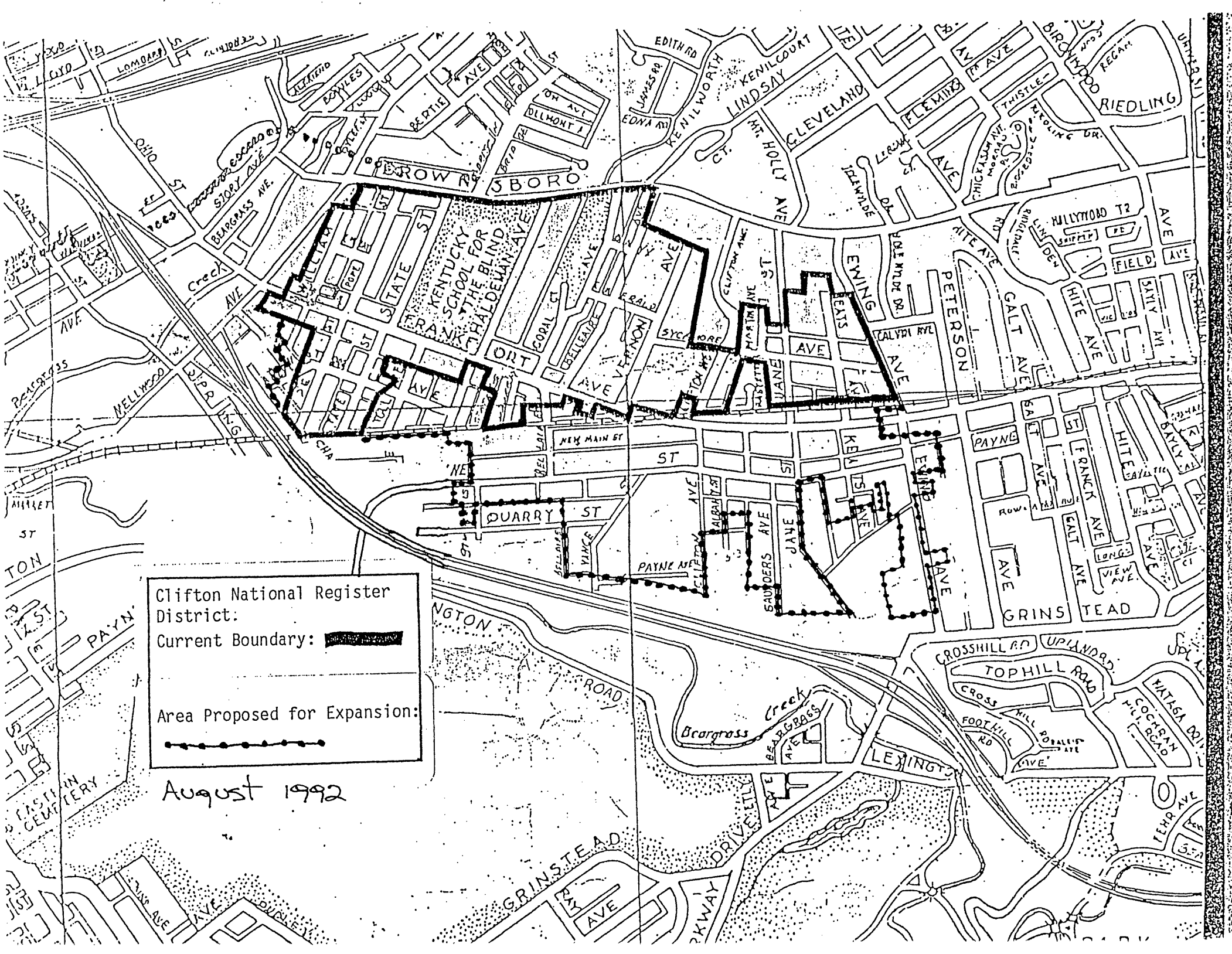
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Clifton
Photo key



Clifton National Register
District:

Current Boundary: 

Area Proposed for Expansion:



August 1992

CLIFTON HISTORIC DISTRICT
NR. LISTED



PROPOSED EXPANSION



KEY



CURRENT BOUNDARIES



PROPOSED EXPANSION OF
DISTRICT BOUNDARIES

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Joanne Weeter - Photographer
July, 1992 - Month Taken
Landmarks Commission - Negative Repository

- 1.) 100 Block of William Street
East side (Note the uniformity in scale, style, type and street setback of these houses)
- 2.) 136 Stoll Avenue
Primary Facade (Note the intricate brick work-a rarity in this section of Clifton)
- 3.) 1900 Block of Payne Street
North side (Note the variety of pre-1942 building styles which all share a consistent street setback)
- 4.) Frankfort Avenue and CSX Railroad tracks
Looking east (The railroad tracks intersect the old turnpike road. This point is now the heart of the neighborhood)
- 5.) 2100 Block of New Main Street
South side (Shotguns and other late Victorian house types line new Main Street which parallels the tracks)
- 6.) St. Francis of Rome Church
120 Clifton Avenue
Primary Facade (This church is one of many that provides for the spiritual and social needs of area residents. Note its simple Gothic Revival style)
- 7.) Sacred Heart Home & Site
2120 Payne Street
Looking southwest (The Sacred Heart Home has been in the neighborhood since 1892. The site of Whallen's Goat Farm or Billy Goat Hill can be seen in the distance)
- 8.) 2205-2217 Frankfort Avenue
Primary Facade (This turn-of-the-century building is typical of Clifton's Commercial Architecture. Note the cast iron vents above each storefront window bay. This building is scheduled for renovation in October, 1992 and will take advantage of available tax credits for certified historic structures)

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- 9.) Clifton Pizza Company
2226-2230 Frankfort Avenue
Primary facade (A Hardware Store since 1900, this commercial building was modernized with carrara glass and aluminum c1930)
- 10.) Rastetter House
2213 Payne Street
Payne Street facade (Built in 1843, this farm house was later Victorianized. Its primary facade originally faced the turnpike but now faces Payne Street. It is currently being rehabilitated according to the Secretary of The Interior's Standards for Rehabilitation)
- 11.) Specht's Saloon
2255 Frankfort Avenue
Primary Facade (This building was built in 1887 as a Saloon. Note how similar in design it is to photo #15)
- 12.) 2200 & 2300 Blocks of Frankfort Avenue at Jane Street,
looking south (Since 1925 a gas station has occupied the corner to the right (now East End Auto). The brick building to the left was constructed in 1911 as an ice house and was a Pontiac car dealership by the 1930s)
- 13.) 2300 Block of Payne Street
Looking North (Note the uniformity of building types and styles)
- 14.) Three Mile Tollhouse
2311 Frankfort Avenue
Primary Facade (Built in 1830, as a tollhouse for the turnpike. This is the oldest existing building in Clifton)
- 15.) Widman's Saloon & Grocery
2317-2319 Frankfort Avenue
Primary Facade (Built in 1858 as a saloon & grocery. The turnpike provided a steady stream of customers)
- 16.) 2337-2345 Frankfort Avenue
Primary Facades (The building on the left that now houses "Artswatch" was constructed in 1932 as a Piggly Wiggly Grocery. The building in the middle is much older. It was built before 1892. An addition was made circa 1950 which now houses two storefronts. The building to the right was built circa 1942)

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17.) 2347 Frankfort Avenue

Primary Facade (This structure was constructed before 1887 as a blacksmith's shop and continued this use until 1921. It later was adapted for auto repair - a logical transition of uses. A "new" formed concrete block facade was added circa 1920)

18.) 2300 Block of Frankfort Avenue

South side (Italianate style shotgun houses still line Frankfort Avenue. Many are now occupied by commercial businesses)

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